

QUEENS IN FEAR STOPS NIGHT CARS

Loyal Men Too Frightened
To Run Them—Beach
Crowd Stranded.

STRIKERS WIN DRIVE ON SHUTTLE LINE

Brooklyn Now Only Borough
Not Hurt by Strike—B. R. T.
Men Make Demands.

Queens County was included in the city-wide trolley strike at half past 8 o'clock last night. At that hour officials of the New York and Queens County Railroad, normally operating 158 cars, ordered every one of its trolleys into the barns and instructed motormen not to take them out again until 5 o'clock this morning.

The interruption of service paralyzed the entire borough. Thousands at North Beach, the Coney Island of Queens, were left stranded, and had to set out on foot to their homes or to the nearest B. R. T. line—more than two miles away.

Hundreds Marooned in Queens.

Hundreds of others, marooned in the Queensboro Bridge Plaza, in Long Island City, found themselves one and one-half miles from the Long Island Railroad station, with the prospect of walking that much farther when they disembarked from the train.

Corona, Elmhurst, College Point, Flushing, Steinway and the Calvary Cemetery district were left with only silent rails, trolley wires and promises that "things would be normal again on Sunday."

The final abandonment of service, made at the request of the non-striking employees who feared to drive their cars through the perils of darkness, signalled an unexpected victory for the strikers. Throughout the day the strike progressed indifferently.

President William O. Wood called public attention late in the day to his boast that service would continue despite the strike, and 107 of the company's 158 trolleys ran on regular schedule. But 200 of the 560 motormen and conductors answered the first call to quit work, issued before daylight yesterday morning after the tie-up vote had been counted.

Strikers Stop Shuttle Cars.

During the morning and the earlier part of the afternoon the strikers scattered their efforts, picketing themselves in all sections of the city, and merely hooting the men who remained faithful at their posts. Then a sudden turn in the campaign became evident. Practically all of the energy of the strikers was centred on the important shuttle line which plies between the Queensboro Bridge Plaza, the Queensboro subway at Fourth and Jackson streets, and the Queens Borough terminus of the Thirty-fourth Street ferry.

At 8 o'clock this concentrated at-

tack had borne fruit. One by one the motormen and conductors on the shuttle line had been dropping off work. By 8 o'clock a wheel was turning on the line, and hundreds of men and women, with most of Queens between themselves and their dinners, were left stranded in the Queensboro Bridge Plaza.

News of the tie-up of the single line and of the growing earnestness among the strikers spread quickly among the "loyal" employees. A delegation demanded that service over the entire system be suspended, and the request was formally recognized by company officials at 8:30.

"The only carmen earning more are those who have been favored by the company officials, and who have good runs that bring them 20 cents an hour. It is this latter class that is remaining 'loyal' to the company."

B. R. T. Men Make Demands.

President Wood and his immediate subordinates never paid the slightest bit of attention to the carmen until a demand was made by our union. Then they immediately developed an interest in the 'welfare' of their workmen."

Brooklyn, the only borough which the strike has not yet paralyzed, is living in fear and dread of what the next day may bring.

Employees of the B. R. T. announced yesterday that certain demands had already been presented to Colonel Williams, president of the vast system, and that an organization was under way. The workmen in the power houses are ready to leave with the 2,814 motormen and 2,800 conductors and guards, it is stated.

"No evidence has reached me to indicate that the union organizers are tampering with our men," Colonel Williams asserted last evening.

More Pay to Faithful.

William O. Wood, president of the New York & Queens County Railway, issued the following announcement last night:

"The company appreciates the loyalty of its faithful men who are doing their duty and standing by it in this emergency when outsiders are trying to intimidate them and stop the operation of the streetcars of New York."

"Commencing with the first morning runs of to-day, August 6, 1916, all motormen, conductors, staffers and inspectors will receive double pay for each day on duty. All other employees in other departments, including truck, power and lines, who continue faithful to their duty, will receive substantial additions to their pay. This increase will continue during the existing crisis, for which our faithful employees are not responsible."

Second Avenue Officials Say Their Men Are Loyal

Officials of the Second Avenue Railway Company, running the blue cars on First and Second Avenues, say there is no strike among their employees and that the men are happy, contented and loyal. The tie-up on the line yesterday morning was due, they declared, to lack of police protection, which allowed their men to be intimidated.

"Our men can have anything they want within reason," said John Beaver, receiver of the road, yesterday, "and they can unionize to their hearts' content, so long as they don't belong to a union with a foreign head living at a distance from New York." He contended that the men had told him they would stick to their jobs.

Charles E. Chalmers, attorney for the line, pointed out that it was an independent company, that it paid more than some others, and that the men could see the actual head of the road any time they wished to, and that there were no grievances. No demands have been made on the company, and there is no dispute between the officers and the employees, he said.

"To-morrow," he continued, "we're going to run more than the full complement of Sunday cars, just to show that our men are loyal. The disaffected element in this company amounts

to about a dozen men, who have been breaking company rules. After a strike meeting last night they threatened violence. This morning, before we had police protection, they stoned five or six cars, and our men didn't want to go out and face that."

With police protection guaranteed, the officials believe every man will return to work. According to two officers of the company, some of the loyal motormen almost fought for the honor of taking out the first car to face the strikers yesterday. About eighty policemen are assigned to the company's car barns, at Second Avenue and Ninety-sixth Street.

SHONTS RIDES ON CARS TO TEST MEN'S LOYALTY

Calls Outsiders' Estimates of
Strikers High.

After travelling two hours yesterday afternoon over the green car lines, on the West Side, Third Avenue, P. Shonts, president of the New York Railways Company, declared he had been convinced that most of his men were loyal to the company and that as soon as they were assured of protection there would be no further difficulty in getting enough men to run all lines on schedule.

Mr. Shonts paid fares on all cars and did not often make known his identity. He talked with conductors and occasionally with motormen.

"They all told me that they would stick by the company so long as they received police protection," he said.

Mr. Shonts rode on ten cars. None encountered any violence. At Sixty-third Street and Columbus Avenue he told the motorman his identity, and had the car stopped when a striker jumped on the running board. The latter, apparently recognizing Mr. Shonts, fled.

"These outsiders who have come into New York to create disaffection among the employees of the New York Railways Company have been putting out big estimates of the number of men ready to strike," said Mr. Shonts. "The number of men actually in sympathy with the outsiders is small."

U-LINER STILL HERE,
IS NORFOLK REPORT

Thought To Be Hiding in Chesapeake Bay.

(By Telegram to The Tribune.)

Norfolk, Va., Aug. 5.—The trip of the Deutschland to the Virginia Capes on Wednesday night was a bluff, according to a report here to-day. This says that she later returned to Chesapeake Bay and is now quietly hiding in some deep spot for an opportune time to quit these shores, remaining submerged during daylight.

The fact that it is given credence by British consulate officials is known. It is upon their reports to the Allied warships off the Capes that the patrol is still being maintained at the entrance to the bay. It is also declared that this patrol will be maintained until there is an authentic report that the Deutschland has been sighted somewhere at sea.

The story continues that the return of the tug Timmins to Baltimore was a part of the "trick," as well as her visit to Norfolk after the supposed relayway Wednesday night. It is further declared that the taking on of fresh supplies in large quantities by the Timmins at Baltimore is for the Deutschland, and that the little tug will in a day or two make a bluff of resuming vigil at the capes, ostensibly to await the arrival of the Bremen, but, in fact, to visit the Deutschland nightly.

The fact that the British cruisers are still off the capes, watching day and night, following all suspicious craft, is proof that the report has been wireless told to them and is believed.

VISITING JITNEYS TO FOIL STRIKERS

Cars Being Imported from
Out of Town to Handle
New York Crowds.

TAXICABS THRIVE AS SERVICE HALTS

Many Firms Get Options on Machines for Employees—Parking
Places for Owners Named.

The throngs that poured shortly before midnight last night from the theatres into the Tenderloin were at the mercy of the taxicab drivers—which is a gentle way of relating that they were thrown to the wolves.

When one wanted to pay the regular rate for automobile transportation between two points the taxicab driver was usually "engaged"; yet when one was willing to pay twice or thrice the regular fare the "engagement" became much less pressing.

Persons living within walking distance of the elevated or subway lines were not greatly inconvenienced by the general tie-up of surface cars. But those living east of Central Park, or those wishing to reach Jersey ferries at West Forty-second Street or Twenty-third Street, had their choice of walking or of paying a usual rate to automobile drivers.

Business firms in lower Manhattan, anticipating that the problem of getting their employees to work will become extremely difficult by to-morrow morning if the strike spreads are devising all manners of schemes for transportation.

Some relief is expected from the large number of prospective jitney bus proprietors who, with the strike looming for the last few days, have sought licenses from George H. Bell, Commissioner of Licenses. Jitneys from Newark, Philadelphia and other cities are being imported.

Although hardly more than a third of the cars were running yesterday afternoon on all the lines, the situation was not so bad in the morning, and the workers reached their destinations without serious inconvenience.

Taxicabs, nevertheless, were doing a thriving business in many parts of the city. The tariff, generally, was 25 cents a head for a ride over a given route, which in most cases corresponded with the car lines.

Jitneys Run in Harlem.

More than three hundred applications for jitney licenses have been received by Commissioner Bell, and the jitneys already are operating on 125th Street cross-town and in other parts of the city.

Washington Heights residents, if the subway fails them, are planning to make what use they can of the local trains on the New York Central.

Below the Washington Heights section many will be served by the boats of the Iron Steamboat Company,

which, it was announced yesterday, would be put on a regular schedule between 125th Street and the Battery if the strike crippled the subway and elevated lines. Stops will be made at Forty-second, Thirty-fourth and Twenty-third streets.

Business houses having large numbers of employees will for the most part depend on private transportation arrangements. Some will house their help in hotels, but the majority for the last four days have been getting out on big sightseeing cars, motor trucks with improvised seats, touring cars and taxicabs. Express companies will use their own vehicles and will maintain a morning and night schedule.

Parking Spaces Announced.

Hundreds of automobile owners, who ordinarily have used the subway or elevated to go to work, will use their cars while the strike is on. The Police Department yesterday designated parking places for them.

Cars may be left standing, generally speaking, on any side street so long as they do not interfere with traffic.

The following official parks were announced: Battery Place; South Street, between Moore Street and Centies Slip; West Street, near piers, and between Fourteenth and Twenty-third streets; West Fifty-seventh Street between Eighth and Twelfth avenues, and East Fifty-seventh Street, from Fifth Avenue to the East River.

Representatives of the New York Telephone Company were in Newark yesterday negotiating with owners of jitney buses, many of whom signed contracts. The telephone company previously had engaged several New York sightseeing cars.

STRIKEBREAKERS HERE FROM WEST

Bergoff Concern Is Said to
Have Brought In
2,800 Men.

Although the New York Railways Company has announced it will employ no professional strikebreakers, it was said yesterday by a man in the employ of Bergoff Bros. & Waddell, labor adjusters, of 120 Liberty Street, that since Friday night that concern has brought in 2,800 strikebreakers from Chicago and other Western cities.

"We can throw 10,000 men into New York from Pittsburgh, Chicago and other cities within five days," said P. L. Bergoff, head of the firm, "and in forty-eight hours we can have 5,000 here ready for work. During the car strike in Chicago a few years ago we put 1,900 men into the city within twenty-four hours and had eleven special trains loaded with workmen on the way."

Representatives of the Bergoff

agency declared the men being furnished to operate the trolley cars in New York are familiar with their duties and have either worked regularly on trolley lines in other parts of the country or have worked during street-car strikes. They are being recruited by members of the firm in Chicago, St. Louis, Pittsburgh and other cities of the Middle West, and in Boston, Providence and New England towns.

Applicants for jobs at the barns of the New York Railways Company were told the company does not recognize the term "strikebreakers."

"If you want a job as a motorman or conductor we will hire you, put you through the usual five or six day course of training and then put you on a car," applicants were informed. "The job will be a steady one if you make good. We are hiring no strikebreakers."

Frank Hedley, general manager of the New York Railways, took elaborate precautions to protect the new men on the line. When Police Commissioner Woods refused to order two patrolmen on each car Mr. Hedley engaged the Val O'Farrell Detective Agency to furnish several hundred men. Two were assigned to each streetcar to protect the conductor and motorman. They were directed to cause the arrest of persons attempting to damage the cars.

Belgian Tobacco Fund Grows.

Among the contributions to the Belgian Soldiers' Tobacco Fund, which has now reached a total of \$38,553.66, there was received \$1 from "Farmer," Hartford, Vt., who requested that the contribution should be acknowledged in the columns of The New York Tribune.

MARSH CALLS SHONTS "TOO BAD FOR SING SING"

Traction Chiefs Assailed at
Union Square Meeting.

Theodore P. Shonts and other traction chiefs were roundly abused yesterday at a meeting in Union Square under the auspices of the League for Municipal Ownership in New York City. The audience was a shifting one and the meeting lasted three hours. Those present in the last few minutes adopted resolutions calling for city ownership of the traction lines.

Having shown by statistics that subway employees would have to work ten and a half hours daily 365 days in the year to make the \$840 income economists have judged necessary to support a family of five, Benjamin C. Marsh, executive secretary of the league, got down to Mr. Shonts.

"Shonts and the other heads of the corporation in this city," he said, "are too bad to go to Sing Sing. Shonts' principal business is to lie to the public. In his paid advertisements in the daily papers he asks this question: 'Shall the railways of New York City be run for the people of New York City?' He signs this query as president of the New York City Railways Company. He didn't dare to sign it as president of the Interborough company because memories of the Thompson investigation are too fresh."

During August
Closed All Day
Saturdays.

Franklin Simon & Co.

Fifth Avenue, 37th and 38th Streets

A Store of Individual Shops

Every Shop is conducted as a separate store, with specialists in attendance.

First Showing Monday

New Fall Models—For Women and Misses

New Fall Models

Women's Serge Gowns

Exclusive models of navy serge, tailored or dressy models combined with satin, wool embroidery.

29.50 to 59.50

New Fall Models

Women's Afternoon Gowns

Exclusive models of charmeuse, crepe meteor, French satin, Georgette crepe or chiffon velvet.

29.50 to 98.50

New Fall Models

Women's Tailleur Suits

Made in our own workroom

Exclusive models of wool velour, duvet de laine, duvetyne, broadcloth, Callot checks and velour plaids; tailored or dressy fur trimmed models.

29.50 to 145.00

New Fall Models

Women's Coats

Exclusive models of duvetyne, English wool velour, crepe vicuna and velour plaids, showing the new deep collar and cape effects of self material or entire cape of fashionable rich furs.

39.50 to 79.50

New Mid-Summer Models

Transparent Rain Coats

For Women and Misses—Of cream white transparent Protextwell silk, also Auto-Soie silk in rich plain colorings and blue and green plaids, exclusive models, guaranteed rain or dust proof.

13.50 to 18.50

Just Received via S. S. Rochambeau—a New Shipment

French Hand-Made Lingerie Waists

For Women and Misses

French Hand-Made Waists

Frill surplice or new flat collar models of sheer white batiste; hand hemstitched or hand emb'd. **Special 7.50**

French Hand-Made Waists

Of hemstitched handkerchief linen, white or flesh batiste, hand embroidered, hand drawn work or trimmed with real filet lace. **Special 9.75**

Specials for Monday

Glove Silk Underwear

For Women and Misses

Glove Silk Vests, in pink or white, bodice top, ribbon shoulder straps; reinforced. **Heretofore \$1.75 1.45**

White Flannel Sport Skirts

For Women and Misses

Button front model of white London shrunk washable flannel; self-bound slash pockets. **Special 7.95**

Boys' Washable Norfolk Suits

Sizes 7 to 16 Years

Of khaki, white duck, natural color linen crash, tan linen and "Cool" Cloth. **Heretofore \$3.75 to \$5.00 2.75**

Boys' Negligee Blouses

Sizes 7 to 14 Years

Of woven madras in various colors, attached or detached collars. **Heretofore .95 .65**

Specials for Monday

Women's Silk Hosiery

Of Superior Quality Pure Thread Silk

In black, white or colors, double heel and toe, garter top. 3 pair for \$2.90. **Heretofore \$1.35 & \$1.50 1.00**

Silk Bathing Dresses

For Women and Misses

Slip-on, belted or coat models, of plain or striped navy blue or black satin. **Heretofore \$9.75 to \$14.50 5.00**

Women's Philippine Nightgowns

Of Sheer Batiste

In a variety of models, hand made and hand embroidered. **Heretofore \$3.95 2.95**

Women's French Nightgowns

Of Fine Nainsook

Variety of models, hand made, hand embroidered or lace trimmed. **Heretofore \$3.95 to \$4.95 2.95**



New Prices August 1, 1916

The following prices for Ford cars will be effective on and after August 1st, 1916

Chassis . . .	\$325.00
Runabout . . .	345.00
Touring Car . . .	360.00
Coupelet . . .	505.00
Town Car . . .	595.00
Sedan . . .	645.00

f. o. b. Detroit

These prices are positively guaranteed against any reduction before August 1st, 1917, but there is no guarantee against an advance in price at any time.

OUR BRANCH IN NEW YORK, 1723 Broadway.
BROOKLYN, 1527 Bedford Ave.
LONG ISLAND CITY, 564 Jackson Av.
THE BRONX, 607 Bergen Av.
YONKERS, 219 South Broadway.